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SOURCE [REDACTED] 25X1X

1. Khabarovsk (48°30'N/135°3'E) airfield, Far East ID, was located on the southwestern perimeter of the city. Individual houses were observed south of the field. The landing field extended 4,000 to 5,000 meters from north to south and about 1,500 meters from east to west. A road that led to the northeastern corner of the field branched off from the highway that ran from Khabarovsk to the south. This highway was about 1,000 meters from the eastern boundary of the installation. A railroad line coming from the western portion of Khabarovsk ran south and turned off to the southwest in line with the southern end of the runway. The Amur River was 3 or 4 km west of this railroad line. * The field was used by commercial aircraft flying on the Khabarovsk (59°37'N/150°55'E) - Khabarovsk - Vladivostok (43°05'N/131°57'E) route. These planes were mainly used by MVD officers. Flights were also made to the Manchukuo Peninsula and to the Isle of Sakhalin. Source learned from Japanese PW officers that two military airfields were located in the vicinity of Khabarovsk.
2. Buildings observed in the northeastern corner of the field included a three-story flight control station, about 20 x 10 meters, with a windsock on its flat roof; a low wooden building, about 25 x 10 meters, in the vicinity of which aircraft were occasionally parked; a four-story headquarters building which was also used for quartering purposes, about 20 x 10 meters; a quartering building of the same size as the headquarters building; a low wooden building, about 25 x 10 meters, apparently used for storage purposes. Hangars were apparently not available. The field had a concrete north-south runway, about 2 km long. About 1,000 meters south of the field, in the extension of the runway, there was a steel trellis radio tower, about 150 meters high. West of it there was another radio tower about 130 meters high. A parking lot on which 200 new Studebaker trucks were parked was observed west of these radio towers. The lot was surrounded by a fence.
3. From 40 to 50 aircraft, straight-winged low-wing monoplanes, fitted with two radial engines, single rudder assemblies, nose wheels, and landing gears retracting into engine nacelles were parked along the western boundary of the field. The engines of the planes were covered with tarpaulins. ** During the day, 8 to 10 planes took off and landed at the field. During the night, 6 to 8 planes landed and 1 or 2 planes took off.

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STATE # X NAVY X X NSRB [REDACTED]
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CENTRAL INTELLIGENCE AGENCY

1. The field was surrounded by a barbed wire fence and several watch towers had been erected. The buildings in the northeastern corner of the installation were surrounded by a separate fence. The approach road to the field was blocked about hundred meters from the airfield boundary. The installation was provided with obstacle and boundary lights. The runway had white lamps on both of its sides. At night, several green ground signals were apparently fired from the flight control station prior to the landing of an aircraft.

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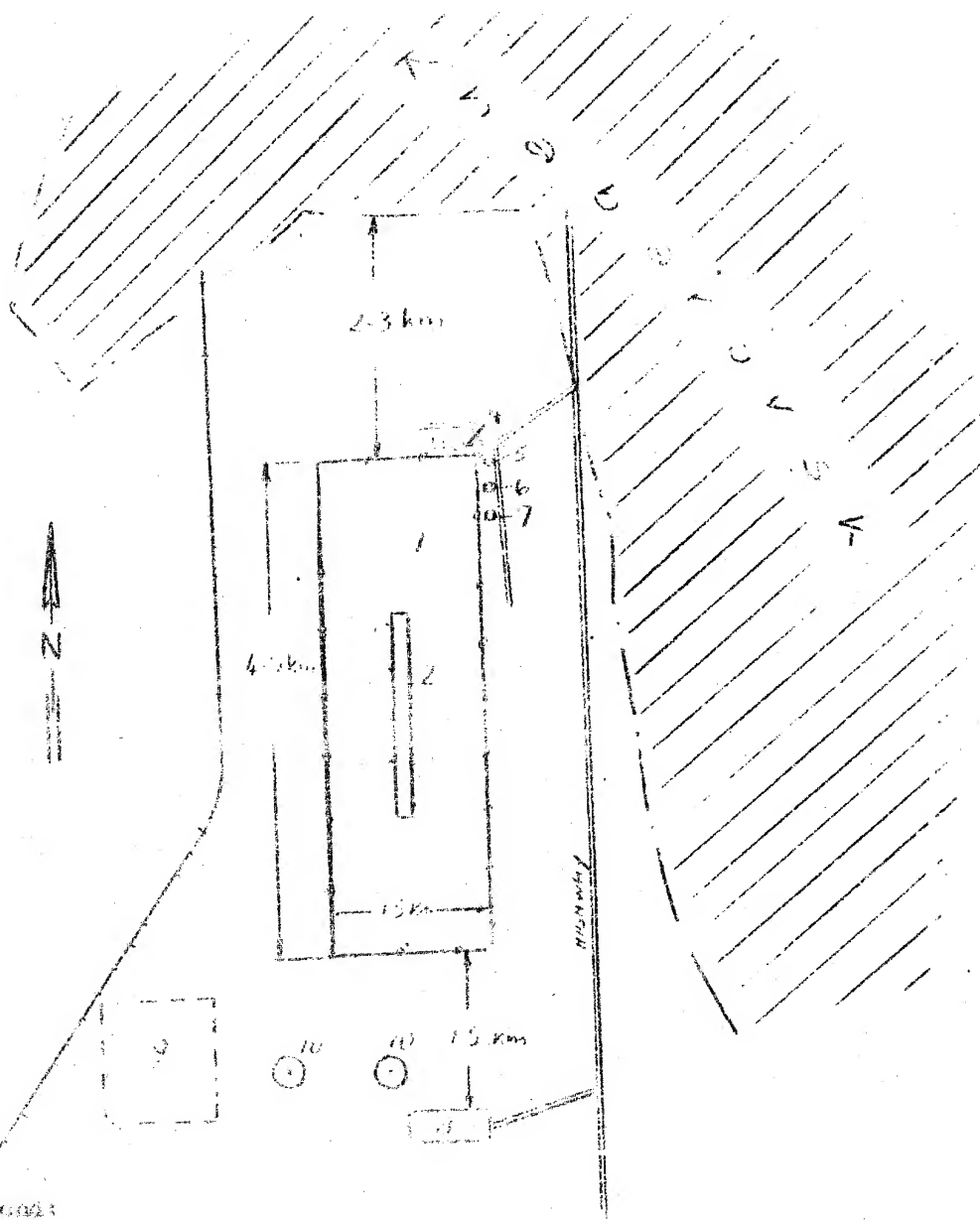
*  Comment. For location of airfield, see Annex 1.
*  Comment. For sketch of the aircraft observed, see Annex 2.

SECRET 

25X1

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Longbow & Hill 100



Legend:

- 1 Landing Field
- 2 Runway
- 3 Log wooden building
- 4 Flight control station
- 5 Ranchmaster building
- 6 Japanese P. camp
- 7 Japanese P. camp
- 8 Truck parking lot

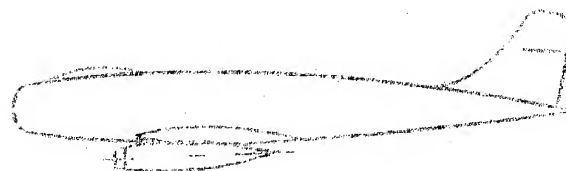
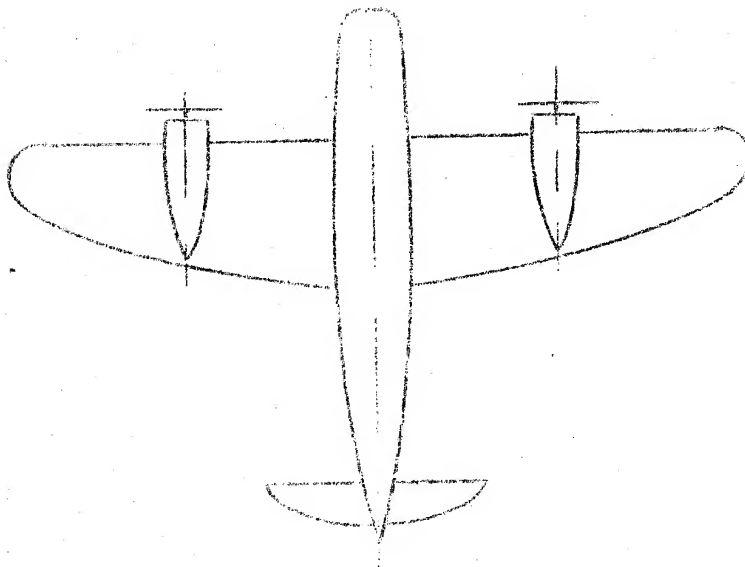
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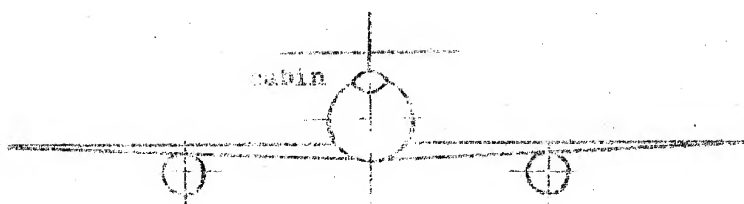
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25X1

Aircraft Observed at Khabarovsk



elevator
assembly



cabin

fuselage not
quite circular

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